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**PHOTOGRAPHIC  
INTERPRETATION  
REPORT**

**NATIONAL PHOTOGRAPHIC  
INTERPRETATION CENTER**

**HELICOPTER DEPLOYMENT  
CHINA**

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**HELICOPTER DEPLOYMENT, CHINA**

1. The People's Republic of China (PRC) has made a concerted effort to upgrade its air and naval air force helicopter units in the last eight years. The helicopter role has grown from that of a small utility aircraft to an integrated part of the military air transport system. Increased helicopter sightings, the formation of large heliborne units, construction of special helicopter facilities at airfields, accelerated helicopter production, and the presence of foreign-produced helicopters have been identified on aerial photography since the mid-1960s.

2. Twenty-seven facilities--including one recently constructed--have been identified supporting helicopter operations in China (Figures 1 and 2). Sixteen facilities, probably supporting administrative/liason operations, have been identified and associated with air division and naval headquarters. Helicopters observed at these types of facilities generally number between one and ten. Two other facilities, an abandoned airfield at Pang-pei and Pei-ching Capital Airfield, have been used as import points for foreign-produced helicopters. Larger heliborne transportation units were not observed until after December 1965 [REDACTED]. Generally, they are in the vicinity of concentrated ground force installations. To date, eight facilities have been observed supporting heliborne transportation units of this type. The strength of these units varies from 11 to 60 helicopters. A ninth facility, at Ying-shan North Airfield [REDACTED] has been recently constructed, but as of May 1973 was not occupied by a helicopter unit. This facility contains three helicopter dispersal parking areas with a total of 35 concrete hardstands and three graded earth landing areas (Figure 1).

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3. Although few improvements of special facilities are needed to accommodate helicopter operations, we have seen some construction activity at airfields where helicopter units are stationed. These improvements are new since about mid-1965 and consist mostly of new concrete helicopter parking hardstands or the outlining of designated parking areas at existing sod airfields.

4. The PRC has produced HOUND (MI-4) helicopters in small numbers since the late 1950s and early 1960s, but a noticeable increase in production was first observed on [REDACTED] (Msn 4027) at the Ha-erh-pin Airframe Plant [REDACTED] when 23 HOUNDS were identified.

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5. The PRC has purchased additional helicopters from France and the Soviet Union. Two French Alouette III (YC-III) were first observed in China [REDACTED] at Pei-ching Capital Airfield [REDACTED]. Negotiations for the SUPER FRELON medium helicopter have been under way for some time, but none have been observed in China. China began purchasing Soviet HOOK (MI-6) and HIP "C" (MI-8) helicopters in the early 1970s. Two HOOK helicopters were first identified at Pei-ching Capital Airfield [REDACTED] and two HIP "C" helicopters were identified [REDACTED] at Pang-pei Airfield [REDACTED]. These two helicopter types are not deployed to units in the Pei-ching and Wu-han Military Regions.

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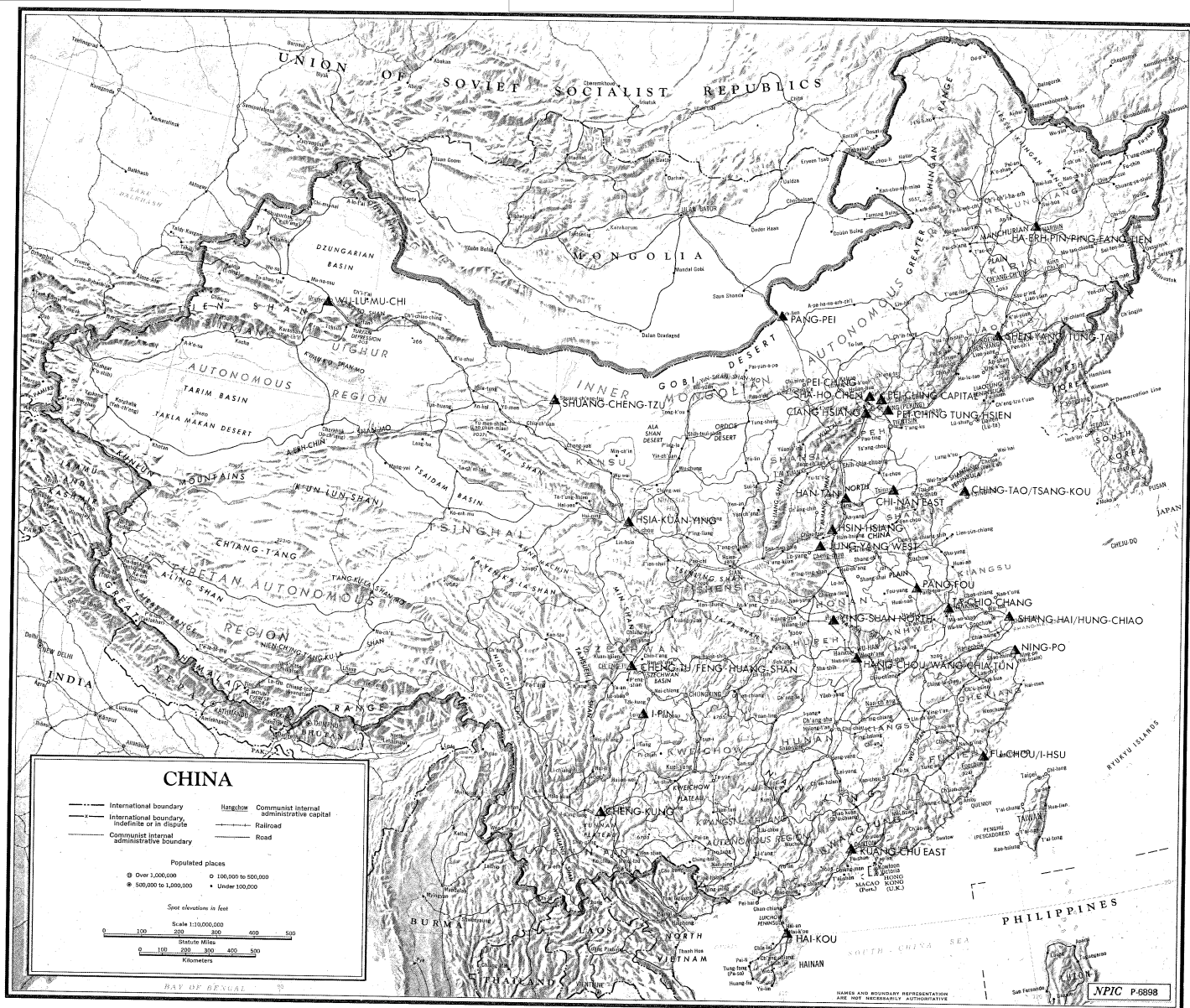


FIGURE 2. FACILITIES SUPPORTING HELICOPTER OPERATIONS, PEOPLE'S REPUBLIC OF CHINA

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